# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
# FY-99 5-YEAR IT PLAN
# EXECUTIVE SUMMARY

**NHTSA has made significant accomplishments in Information Resource Management (IRM) and Information Technology (IT) over the previous year in many diverse program areas. The OIRM contributed to the development of the Strategic and Performance Plan for the Office of the Associate Administrator for Administration (NAD). In conjunction with Human Resources and the Office of Contracts and Procurement strategic goals, performance measures and near, mid and long-term strategies, which will set NAD's direction for the next five years, have been established. As part of the execution of this plan, OIRM will be establishing partnerships with NHTSA's program offices to provide more pro-active, integrated services. Through the execution of near term strategies, OIRM will be implementing the plan and positioning itself to become a leader in emerging technologies and performing far-reaching initiatives such as developing a "paper-less office" program.**

**Over the previous year significant accomplishments have occurred in several major IT programs. Our Internet web site continues to be a major source for educating the public on motor vehicle safety information. Although our site has won numerous awards of excellence for its design, content and ease of use, we are embarking upon a major re-design of the Internet site. This re-design is geared towards providing a "fresh look" to our site while maintaining the award winning presence that our customers are accustomed to. Enhancements to the site will provide a customer-focused, service oriented, secure transaction gateway to information offered by multiple program offices. A database driven application at the top-level access point (http://www.nhtsa.dot.gov) will ensure that users can gain quick access to high volume information transactions and directory information with links to the depth of specific program office unit applications.**

**A major re-design was completed for NHTSA's Intranet site, "Webster". Webster links NHTSA together and provides its employees with the latest news and within NHTSA, DOT, the federal community and the traffic safety industry. The site provides announcements, bulletins, and electronic publications which have significantly reduced the number of broadcast messages and excessive traffic associated with the past system of informing employees.**

**In an effort to improve Customer Satisfaction, OIRM has fielded a customer satisfaction survey throughout NHTSA to assess and develop improvement plans for customer satisfaction and gathering input for its information technology strategic planning effort and to assure its alignment with the needs and interests of its customers. The expertise of an independent third party was used to plan and develop survey questions for NHTSA IRM customers in order to obtain a more accurate picture of our customer's most important needs and desires. This information was also used in the establishment of our new performance measures. OIRM's overall rating of 3.45 is the highest of any of this company's ratings of other IT organizations during the past 18 months.**

**Significant accomplishments have also occurred in the NHTSA's Year 2000 Program. NHTSA has successfully completed three of the five phases of the program and is currently in Phase four, Validation and Testing. All phases have been completed by Departmental due dates and our programs has been continually audited by the DOT Office of the Inspector General to ensure compliance to DOT completion criteria. NHTSA is performing Independent Validation and Verification (IV&V) of its systems through an outside contractor to provide an added level of assurance that its systems are indeed Year 2000 compliant.**

**During Fiscal Year (FY) 1998, NHTSA completed a forward-looking project, by conducting a Telecommunications Infrastructure Optimization Review (TIOR). NHTSA's telecommunications networks provide the vital links among users and customers. This review base lined the current state of the hardware, software, cable plant, and intelligent network components of the NHTSA networks and propose specific future enhancements and standard operating procedures to be implemented to improve performance and overall management.**

**Implementation of the recommendations for hardware and cable plant upgrades has already started. We have invested in our computing and networking infrastructure by upgrading, both at headquarters and seven regions, our network file servers hardware and network operating systems. In addition, we have we have upgraded our network management capabilities, installed a new e-mail server to handle the increased volume of traffic. We have also modified our e-mail delivery system to utilize client/server ( TCP/IP protocol) based technology. Our primary router platform has been upgraded from a Cisco 7000 to a Cisco 7500 and all Cisco Internetwork Operating System on all Cisco routers have been upgraded for Y2K compliance.**

**Another significant deliverable received from the TIOR project was a computerized simulation model developed to perform "what-if" scenarios on NHTSA's network. This model was developed by a Ph.D. in mathematics who performed similar mathematical modeling work for the Department of Defense. Through leveraging this advanced technology, which was specifically tailored to NHTSA's network configuration, we can analyze the effects of device and configuration changes to our network prior to purchasing costly equipment which may not achieve the desired effect. This computerized model will significantly aid us in determining network upgrade options in the future. During FY-99, NHTSA plans to expand the work already performed on this project by developing a graphical user interface (GUI) to the computerized simulation program.**

**The Technical Information Service (TIS), an organization within the OIRM has continued to make significant strides in maintaining a zero backlog of cases. The TIS office serves the public by fulfilling information requests for NHTSA publications and database searches on crash, vehicular defects and many others. TIS receives a large volume of requests daily and most of its searches rely on performing quick electronic searches to information. By providing the public the capability to perform electronic searches of NHTSA's databases via the Internet, we have reduced, although still significant, the influx of information requests to the TIS office.**

**In the upcoming year, NHTSA will be executing the newly established NAD strategic plan by implementing near-term strategies such as:**

- **Ensure that NHTSA technology infrastructure and applications, including internal and external access to NHTSA information, continue to operate without interruption or degradation through**

**the millennium date change (Y2K) and are secure.**

- **Increase NHTSA employee productivity by incorporating technologies and training that produce a return on investment through improved job efficiency and effectiveness.**

- **Conduct 6-month architectural assessments to ensure that common software and hardware standards currently being employed by NHTSA will continue to be viable in the future (e.g., Corel WordPerfect, Novell, etc.).**

- **To begin the transition to a paperless operation, Administration will identify sections or operations as candidates for pilots.**

- **To market Administration as a partner in NHTSA safety goals, Administration will distribute information in the form of e-mail broadcast messages, Intranet notices, push content notices, DOT weekly reports, and roundtables to convince program managers that Administration is there to help them.**

- **Identify opportunities for joint problem-solving to help program managers achieve their goals by tracking the source of new Administration activities and what requests come in to Administration that require a response from Administration as a whole versus responses only from the functional areas.**

- **Assess the Employee Express initiative and determine its usefulness in NHTSA.**

- **Encourage management development within Administration by building confidence in administrative areas, giving administrative managers opportunities to spend more time out of their function areas and in program management offices, and by increasing the visibility of administrative staff throughout NHTSA.**

- **Enhance administrative efficiency by identifying ways to use existing automation Cisco Internetwork Operating System on all Cisco routers capabilities more effectively and by identifying ways to use technology to improve internal operations. Use the results of the survey to work with program managers to move staff forward in terms of their technology proficiency.**

# FY-99 5-YEAR IT PLAN

**INITIATIVE ID:** NHTSA001 **OA:** NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NTS-32

**TITLE OF PROGRAM/PROJECT:**
NATIONAL DRIVER REGISTER (NDR)

**TOTAL LIFE CYCLE COST (IN $000):** $9,000

**DESCRIPTION:**
THE NATIONAL DRIVER (NDR) IS A CENTRAL REPOSITORY OF INFORMATION ON PROBLEM DRIVERS. STATE DRIVER LICENSING OFFICIALS USE THE NDR WHEN ISSUING DRIVER LICENSES TO DETERMINE IF APPLICANTS HAVE ADVERSE DRIVING RECORDS IN OTHER STATES. THIS HELPS PREVENT PROBLEM DRIVERS FROM OBTAINING MULTIPLE LICENSES AND IMPROVES THE QUALITY OF THE STATE DRIVER RECORD SYSTEMS. OTHER ORGANIZATIONS (FAA, FRA, USCG AND EMPLOYERS) ARE AUTHORIZED TO USE NDR INFORMATION IN DETERMINING WHETHER TO HIRE OR CERTIFY INDIVIDUALS TO OPERATE MOTOR VEHICLES AND OTHER TRANSPORTATION CONVEYANCES. TO MAINTAIN THE NDR FILE AND PROCESS INQUIRES, NHTSA PROCURES A COMPUTER TIMESHARING SERVICE. FIFTY STATES OPERATE AS POINTER (PROBLEM DRIVER POINTER SYSTEM (PDPS)) STATES WITH THE NDR RETAINING ADVERSE ACTIONS FOR THE REMAINING JURISDICTION. AS THE FINAL JURISDICTION CONVERTS TO POINTER STATE OPERATION IN THE NEXT YEAR, THE COST OF TIMESHARING AND MAINTENANCE OF THIS SYSTEM IS EXPECTED TO LEVEL OFF AND THE NDR FY-99 BUDGET REQUEST HAS BEEN REDUCED COMPARED TO THE FY-95 REQUEST. AS RECOMMENDED IN ITS 1993 REPORT TO CONGRESS, TESTEA-21 HAS INCLUDED LANGUAGE THAT WILL ALLOW THE TRANSFER OF TIMESHARING AND USER HELP SERVICES TO AN ORGAINIZATION REPRESENTING THE STATES. ADDITIONAL COST SAVINGS MAYBE REALIZED IF THE TRANSFER OCCURS. THE NDR IS AN IMPORTANT PART OF THE DRIVER LICENSING PROCESS AND OF THE CERTIFICATION PROCESS FOR CERTAIN AGENCIES. THE NEED FOR SUCH A SERVICE WILL EXIST FOR THE FORESEEABLE FUTURE.

IF NOT FUNDED, IT WOULD BE EASIER FOR PROBLEM DRIVERS TO OBTAIN LICENSES FROM MULTIPLE STATES AND POSSIBLY INCREASE THE RISK OF ACCIDENTS. IN CALENDER YEAR 1997, THE NDR PROCESSED APPROXIMATELY 35 MILLION INQUIRIES FROM AUTHORIZED USERS (APPROX. 34 MILLION FROM THE STATES), AND MADE MORE THAN 3 MILLION PROBABLE IDENTIFICATIONS.

NOTE: THE TOTAL LIFE CYCLE COST (IN $000)S ARE THE ESTIMATED COSTS FOR THE NEW CONTRACT PERIOD (FY 1999 THROUGH FY 2003).

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
COST SAVINGS ARE PROJECTED IN THE AREAS OF TIMESHARING AND MAINTENANCE AS THE FINAL JURISDICTION CONVERTS TO PROBLEM DRIVER POINTER SYSTEM (PDPS).

**CONTACT PERSON AND PHONE NUMBER:** BILL HOLDEN 202-366-4800

**CONTRACT STRATEGY:**
FULL AND OPEN COMPETITION.

**INITIATIVE ID:** NHTSA002 **OA:** NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-01

**TITLE OF PROGRAM/PROJECT:**
NHTSA NRD DATA CENTER

**TOTAL LIFE CYCLE COST (IN $000):** $4,127

**DESCRIPTION:**
THE NHTSA DATA CENTER AND CLUSTER MAINTAIN PRIMARILY THE MAJOR CRASHWORTHINESS DATABASES AND OTHER RESEARCH DATA BASES. ADDITIONAL FUNCTIONS INCLUDE SUPPORTING CRASHWORTHINESS SIMULATIONS, AND ACCIDENT DATABASES. UPGRADING OF THE DATA CENTER WILL CONTINUE AS THE DEMANDS FOR HIGHER SPEED AND CAPACITY DATABASE PROCESSING AND ANALYSES INCREASE. EXPECTED ARE UPGRADES ALONG THE BUILT-IN EQUIPMENT UPGRADE PATH AND ADDITIONAL PERIPHERAL EQUIPMENT TO SUPPORT THE DATA CENTER, WHILE OBSOLETE EQUIPMENT IS PHASED OUT. AS A MORE DISTRIBUTED PROCESSING ENVIRONMENT IS DEVELOPED, EXPENSES ARE EXPECTED TO REMAIN STEADY DEPENDENT UPON INCREASED OFF-LOADING OF OPERATIONS TO PC LANs AND SPECIAL WORKSTATIONS. THE NEW SGI PARALLEL COMPUTER WILL BE USED FOR INTENSIVE FINITE ELEMENT WORK. IMAGING IS BEING USED TO MEET A VARIETY OF NEEDS INCLUDING STORAGE AND RETRIEVAL OF TEST REPORTS AND FILM IMAGES, ACCIDENT FILES, RESEARCH REPORTS, AND TO INTERFACE WITH LIKE SYSTEMS THROUGHOUT NHTSA. ALSO TO BE SUPPORTED ARE THE NEW ELECTRONIC NASS SYSTEM AND THE CIREN HOSPITAL NETWORK.

IF THE DATA CENTER SUPPORT IS NOT FUNDED, NO SUPPORT FOR THE CRASHWORTHINESS RESEARCH PROGRAM, INCLUDING ALL CRASH TESTS PERFORMED BY THE AGENCY ON-LINE, AND THE BIOMECHANICS RESEARCH PROGRAM WOULD BE LOST. NO SIMULATIONS INCLUDING FINITE ELEMENT MODELING COULD BE ACCOMPLISHED. EFFECTIVE RESEARCH IN THESE AREAS FOR NHTSA WOULD EFFECTIVELY BE HALTED.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
The NHTSA Data Center provides support for all Crashworthiness Research programs performed by NHTSA and all Biomechanics Research. Without the Data Center, NHTSA research in these areas could not exist, adversely affecting Rulemaking and other aspects of NHTSA's work. Savings through the use of the NHTSA Data Center are estimated to be approximately $3 million per year.

**CONTACT PERSON AND PHONE NUMBER:** GARY BELL 202-366-5932

**CONTRACT STRATEGY:**
SUPPORT IS VIA 8(A) CONTRACT.

**INITIATIVE ID:** NHTSA003 **OA:** NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NAD-40

**TITLE OF PROGRAM/PROJECT:**
CORE SYSTEMS SUPPORT

**TOTAL LIFE CYCLE COST (IN $000):** $19,049

**DESCRIPTION:**
THE OFFICE OF INF. RESOURCES MANAGEMENT (OIRM) PROVIDES INFORMATION, TECHNOLOGY, TELECOMMUNICATIONS, NETWORK AND USER SUPPORT, APPLICATIONS DEVELOPMENT AND SYSTEMS MANAGEMENT FUNCTIONS TO THE ADMINISTRATIVE, STAFF, REGIONAL AND PROGRAM OFFICES. APPLICATIONS MANAGED UNDER THIS ITEM INCLUDE ACQUISITION TRACKING, CONTRACTS MANAGEMENT, PROPERTY INVENTORY, ELECTRONIC

MAIL, WORD PROCESSING, TRAVEL TRACKING, CORRESPONDENCE CONTROL, GRAPHICS SUPPORT, AND A VARIETY OF GENERAL PURPOSE PC SOFTWARE APPLICATIONS (SPREADSHEET, DATABASE, GRAPHICS, PROJECT TRACKING ETC).

OIRM PROVIDES SUPPORT TO CARRY OUT THE DAY-TO-DAY RESPONSIBILITIES OF THE AGENCY AND TO SUPPORT MISSION ACTIVITIES. THESE SYSTEMS IMPROVE EFFICIENCY BY REDUCING THE AMOUNT OF TIME PROGRAM OFFICES SPEND ON ADMINISTRATVIE ACTIVITIES, CONSOLIDATING FUNCTIONS, THEREFORE REDUCING COSTS.

A HIGH PERCENTAGE OF EACH YEAR'S BUDGET IS USED TO PAY FOR UPGRADES TO EXISTING SYSTEMS AND MANDATORY MAINTENANCE OF THESE SYSTEMS, INCLUDING EQUIPMENT, SOFTWARE AND THE GENERAL OPERATIONAL COSTS. THESE ARE FIXED COSTS ATTENDANT TO MAINTAINING ANY OPERATIONAL IRM NETWORK, CONTINUING APPLICATIONS ENHANCEMENTS, TELECOMMUNICATION SUPPORT AND PROVIDING THE CONTRACTOR SUPPORT NECESSARY TO MAINTAIN THESE SYSTEMS. THE REMAINING FUNDS ARE USED FOR EQUIPMENT ACQUISITION, NETWORK UPGRADES, SUPPLIES AND TO PROVIDE SUPPORT TO USERS THROUGH NEW AND ENHANCED INFORMATION TECHNOLOGY. NHTSA HAS STANDARDIZED MICROCOMPUTERS AND IS UPGRADING DESKTOP COMPUTERS ON A 3-YEAR ROTATION CYCLE. STANDARDIZATION SUPPORTS THE USERS IN CONCERT WITH AGENCY STRATEGIC PLANS, DEPARTMENTAL PLANS AND STANDARDS. INFORMATION IS DISSEMINATED TO THE PUBLIC VIA THE INTERNET AND INTERNALLY VIA THE INTRANET. THE WEB SERVERS MUST BE MAINTAINED TO CONTINUE TO MEET THE INCREASING DEMANDS FOR INFORMATION BY THE PUBLIC INTERESTED IN PUBLIC SAFETY AND HEALTH, RECORDING OVER 8 MILLION HITS ON THE WEB SITE OVER THE LAST 11 MONTHS.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
THIS INITIATIVE SUPPORTS EMPLOYEE PRODUCTIVITY BY PROVIDING THE INFRASTRUCTURE AND COMPUTER TECHNOLOGY FOR NHTSA EMPLOYEES TO EFFECTIVELY AND EFFICENTLY PERFORM THEIR JOBS.

**CONTACT PERSON AND PHONE NUMBER:** TED PASEK 202-366-5965

**CONTRACT STRATEGY:**
8(A) Set-Aside

## INITIATIVE ID: NHTSA004 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-30

**TITLE OF PROGRAM/PROJECT:**
TECHNICAL SUPPORT FOR NCSA

**TOTAL LIFE CYCLE COST (IN $000):** $10,898

**DESCRIPTION:**
PROVIDE SYSTEMS ANALYSIS, PROGRAMMING, OPERATIONAL, AND HOTLINE SUPPORT FOR THE DEVELOPMENT, MAINTENANCE, ENHANCEMENTS, AND OPERATIONS OF THE FARS AND NASS. THE OTHER CATEGORY PROVIDES THESE SAME SERVICES ON A MORE OR LESS AD HOC BASIS FOR UNFORSEEN PROBLEMS OR REQUIREMENTS. THE OTHER CATEGORY ALSO INCLUDES SUPPORT FOR DISPENSING FARS AND NASS FILES AND THE MAINTENANCE OF THE NASS HARDCOPY STORAGE FACILITIY.

WITHOUT FUNDING, NCSA SITES COULD NOT FUNCTION NOR SUPPORT FARS AND NASS DATABASES, MEANING THE PRIMARY DATA UPON WHICH THE AGENCY'S MISSION IS BASED WOULD BE LOST.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
Provides entire support for NASS and FARS operations, without which NHTSA could not obtain the primary data upon which it's mission is based. Savings from operations support are estimated at approximately $4 million per year.

**CONTACT PERSON AND PHONE NUMBER:** MARV STEPHENS 202-366-5368

**CONTRACT STRATEGY:**
GENERAL WORKING AGREEMENT WITH VOLPE CENTER AND 8(A) CONTRACT.

## INITIATIVE ID: NHTSA005 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-01

**TITLE OF PROGRAM/PROJECT:**
RESEARCH AND DEVELOPMENT SUPPORT

**TOTAL LIFE CYCLE COST (IN $000):** $5,372

**DESCRIPTION:**
RESEARCH AND DEVELOPMENT WILL USE THE NOVELL PC LAN, PCs, AND SPECIAL PURPOSE WORKSTATIONS AS THE BASIS FOR CURRENT AND FUTURE COMPUTING APPLICATIONS INCLUDING STORAGE AND ANALYSIS OF DATABASES, ELECTRONIC MAIL, SHARED ACCESS TO FILES AND DATA, ACCESS TO SERVERS THROUGHOUT NHTSA VIA THE INTERMODAL DATA NETWORK (IDN), INTERNET ACCESS, CONTROL AND UPGRADING OF PC SOFTWARE, AND OTHERS TO BE IDENTIFIED. THE PC LAN, PCs AND OTHER EQUIPMENT SUPPORT ALL MISSION REQUIREMENTS IN A VARIETY OF WAYS. OFFICE AUTOMATION INITIATIVES WILL INCLUDE, AMONG OTHER AREAS, MULTIMEDIA AND ADVANCED PRESENTATIONS CAPABILITY. PLANS INCLUDE UPGRADES TO HARDWARE AND SOFTWARE, UNDER A TECHNOLOGY ENHANCEMENT POLICY ADOPTED BY RESEARCH AND DEVELOPMENT AS THE NEEDS WARRANT AND THE TECHNOLOGY DEVELOPS.

WITHOUT FUNDING FOR THIS SUPPORT, RESEARCH AND DEVELOPMENT COULD NOT CONTINUE TO OPERATE, SINCE ALL SUPPORT FOR DAILY WORK ACTIVITIES WOULD BE LOST.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
Support for the basic computing infrastructure for R&D and all the elements of it from the PC on the desktop to the LAN to the Internet are covered here. Without this support, employee productivity would be greatly reduced. Savings are estimated at approximately $3 million per year.

**CONTACT PERSON AND PHONE NUMBER:** GARY BELL 202-366-5932

**CONTRACT STRATEGY:**
FOR THE PORTIONS OF THE WORK REQUIRING CONTRACTS, 8(A) CONTRACTS ARE USED. OTHERWISE, PURCHASE ORDERS OR GSA SCHEDULE BUYS ARE USED.

## INITIATIVE ID: NHTSA006 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NSA-01

**TITLE OF PROGRAM/PROJECT:**
COMPLIANCE INFORMATION MANAGEMENT SYSTEM (CIMS)

**TOTAL LIFE CYCLE COST (IN $000):** $8,230

**DESCRIPTION:**
THE COMPLIANCE INFORMATION MANAGEMENT SYSTEM (CIMS) PROVIDES SUPPORT FOR THE FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS) COMPLIANCE AND IMPORTATION ACTIVITIES.

THE COMPLIANCE INFORMATION MANAGEMENT SYSTEM INTEGRATES THE FOLLOWING SYSTEMS: COMPLIANCE AUTOMATED REPORTING SYSTEM (CARS) WHICH HOUSES FMVSS COMPLIANCE DATA; MOTOR VEHICLE IMPORT INFORMATION (MVII), WHICH HOUSES IMPORT DATA; ELECTRONIC DOCUMENT IMAGING MANAGEMENT (EDIM), WHICH HOUSES COMPLIANCE TEST REPORTS AND INVESTIGATION FILES, AND DEFECTS INFORMATION MANAGEMENT SYSTEM (DIMS), WHICH HOUSES DEFECT INVESTIGATION DATA. THE NSA LAN PROVIDES ACCESS TO AGENCY-WIDE AND DEPARTMENT-WIDE DATABASES, E-MAIL AND THE INTERNET. POPULAR OVSC PUBLIC INFORMATION IS CURRENTLY ACCESSIBLE BY INTERNET.

THE MVII SYSTEM PROVIDES ELECTRONIC TRACKING OF IMPORTED MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT NOT ORIGINALLY CERTIFIED TO CONFORM WITH THE FMVSS. THE AUTOMATED BROKER INTERFACE (ABI) ENABLES THE U.S. CUSTOMS AND OVSC STAFF TO VIEW ITEMS BEING IMPORTED INTO THE U.S. BEFORE RECEIVING CONFORMITY PACKAGES. MVII IS USED TO PROVIDE RESPONSE TO CONGRESSIONAL INQUIRIES AND FREQUENT CALLS FROM CONSUMERS AND IMPORTERS ON THE STATUS OF THEIR VEHICLES. FUNDING IN FY-98 INCLUDES COSTS FOR THE RESTRUCTURING OF MVII TO NSA'S STANDARD DATABASE MANAGEMENT SYSTEM (ORACLE) AND STANDARD MULTI-USER OPERATING SYSTEM (UNIX).

CARS II HOUSES HISTORICAL COMPLIANCE TESTS INFORMATION AND RECORDS ON ALL INVESTIGATIONS OF NON-COMPLIANCE. THE SYSTEM IS CRITICAL TO THE ENFORCEMENT PROCESS. OVSC REDESIGNED CARS AND PROVIDED A GRAPHICAL USER INTERFACE (GUI) TO ENHANCE THE STAFFS ABILITY TO ACCESS AND MANIPULATE DATA. THE GUI INTERFACE PERFORMANCE OF THE SYSTEM, AND GENERATES TIMELY REPORTS FOR CONSUMERS ON THE AGENCY'S ACTIVITIES AND FINDINGS.

ELECTRONIC DOCUMENT IMAGING MANAGEMENT SYSTEM (EDIMS) PROVIDES AND ELECTRONIC IMAGE AND ENHANCED MANAGEMENT OF THE COMPLIANCE TEST REPORTS, ALL CLOSED AND PUBLIC NON-COMPLIANCE INVESTIGATION FILES, INFORMATION REQUEST FILES AND MVII FILES. THIS INFORMATION IS ELECTRONICALLY AVAILABLE TO NSA STAFF AND OTHER PROGRAM AREAS AS NEEDED. EDIMS SYSTEM SOFTWARE AND HARDWARE IS CURRENTLY BEING UPGRADED AND WILL BE COMPLETED IN FY-98.

THE CONTRACTOR TECHNICAL SUPPORT IS NECESSARY TO ASSIST THE GOVERNMENT IN PERFORMING DATABASE ADMINISTRATION, DATABASE SYSTEM ENHANCEMENTS, MONITORING, AND TROUBLE SHOOTING PROBLEMS WITH THE SYSTEMS. SUPPORT IS NEEDED TO MAINTAIN THE INTEGRITY OF THE HARDWARE AND SOFTWARE SYSTEMS AND TO RESOLVE PROBLEMS. WITH DOWNSIZING IT HAS BEEN NECESSARY TO ACQUIRE ENGINEERS AND DATA ENTRY CONTRACTORS TO PROCESS INFORMATION.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
THE COMPLIANCE INFORMATION MANAGEMENT SYSTEM (CIMS) PROVIDES SUPPORT FOR THESE SERVICES, MISSION CRITICAL DATA COULD NOT BE ACCESSED AND THE PUBLIC THE FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS) COMPLIANCE AND
COULD NOT ACCESS DATA RESIDING ON NSA HOST SYSTEMS THROUGH NHTSA'S IMPORTATION ACTIVITIES.
TECHNICAL INFORMATION SERVICES OFFICE.
THE COMPLIANCE INFORMATION MANAGEMENT SYSTEM INTEGRATES THE FOLLOWING SYSTEMS: COMPLIANCE AUTOMATED REPORTING SYSTEM (CARS) WHICH HOUSES FMVSS

COMPLIANCE DATA; MOTOR VEHICLE IMPORT INFORMATION (MVII), WHICH HOUSES IMPORT DATA; ELECTRONIC DOCUMENT IMAGING MANAGEMENT (EDIM), WHICH HOUSES COMPLIANCE TEST REPORTS AND INVESTIGATION FILES, AND DEFECTS INFORMATION MANAGEMENT SYSTEM (DIMS), WHICH HOUSES DEFECT INVESTIGATION DATA. THE NSA LAN PROVIDES ACCESS TO AGENCY-WIDE AND DEPARTMENT-WIDE DATABASES, E-MAIL AND THE INTERNET. POPULAR OVSC PUBLIC INFORMATION IS CURRENTLY ACCESSIBLE BY INTERNET.

THE MVII SYSTEM PROVIDES ELECTRONIC TRACKING OF IMPORTED MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT NOT ORIGINALLY CERTIFIED TO CONFORM WITH THE FMVSS. THE AUTOMATED BROKER INTERFACE (ABI) ENABLES THE U.S. CUSTOMS AND OVSC STAFF TO VIEW ITEMS BEING IMPORTED INTO THE U.S. BEFORE RECEIVING CONFORMITY PACKAGES. MVII IS USED TO PROVIDE RESPONSE TO CONGRESSIONAL INQUIRIES AND FREQUENT CALLS FROM CONSUMERS AND IMPORTERS ON THE STATUS OF THEIR VEHICLES. FUNDING IN FY-98 INCLUDES COSTS FOR THE RESTRUCTURING OF MVII TO NSA'S STANDARD DATABASE MANAGEMENT SYSTEM (ORACLE) AND STANDARD MULTI-USER OPERATING SYSTEM (UNIX).

CARS II HOUSES HISTORICAL COMPLIANCE TESTS INFORMATION AND RECORDS ON ALL INVESTIGATIONS OF NON-COMPLIANCE. THE SYSTEM IS CRITICAL TO THE ENFORCEMENT PROCESS. OVSC REDESIGNED CARS AND PROVIDED A GRAPHICAL USER INTERFACE (GUI) TO ENHANCE THE STAFFS ABILITY TO ACCESS AND MANIPULATE DATA. THE GUI INTERFACE PERFORMANCE OF THE SYSTEM, AND GENERATES TIMELY REPORTS FOR CONSUMERS ON THE AGENCY'S ACTIVITIES AND FINDINGS.

ELECTRONIC DOCUMENT IMAGING MANAGEMENT SYSTEM (EDIMS) PROVIDES AND ELECTRONIC IMAGE AND ENHANCED MANAGEMENT OF THE COMPLIANCE TEST REPORTS, ALL CLOSED AND PUBLIC NON-COMPLIANCE INVESTIGATION FILES, INFORMATION REQUEST FILES AND MVII FILES. THIS INFORMATION IS ELECTRONICALLY AVAILABLE TO NSA STAFF AND OTHER PROGRAM AREAS AS NEEDED. EDIMS SYSTEM SOFTWARE AND HARDWARE IS CURRENTLY BEING UPGRADED AND WILL BE COMPLETED IN FY-98.

THE CONTRACTOR TECHNICAL SUPPORT IS NECESSARY TO ASSIST THE GOVERNMENT IN PERFORMING DATABASE ADMINISTRATION, DATABASE SYSTEM ENHANCEMENTS, MONITORING, AND TROUBLE SHOOTING PROBLEMS WITH THE SYSTEMS. SUPPORT IS NEEDED TO MAINTAIN THE INTEGRITY OF THE HARDWARE AND SOFTWARE SYSTEMS AND TO RESOLVE PROBLEMS. WITH DOWNSIZING IT HAS BEEN NECESSARY TO ACQUIRE ENGINEERS AND DATA ENTRY CONTRACTORS TO PROCESS INFORMATION. WITHOUT THESE SERVICES, MISSION CRITICAL DATA COULD NOT BE ACCESSED AND THE PUBLIC COULD NOT ACCESS DATA RESIDING ON NSA HOST SYSTEMS THROUGH NHTSA'S TECHNICAL INFORMATION SERVICES OFFICE.

**CONTACT PERSON AND PHONE NUMBER:** TERRY ANDERSON 202-366-5235

**CONTRACT STRATEGY:**
8(A) SET ASIDE

## INITIATIVE ID: NHTSA007 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NSA-10

**TITLE OF PROGRAM/PROJECT:**
Defect Information Management System Support

**TOTAL LIFE CYCLE COST (IN $000):** $11,514

**DESCRIPTION:**
CONTRACT TECHNICAL STAFF SUPPORTS THE DEFECTS INVESTIGATION AND AUTO SAFETY HOTLINE PROGRAMS AND ASSISTS THE GOVERNMENT IN:

* PERFORMING DEFECT INFORMATION MANAGEMENT SYSTEM (DIMS II) DATABASE ADMINISTRATION, FILE MAINTENANCE , DATABASE SYSTEM ENHANCEMENTS, MONITORING AND OTHER TASKS RELATED TO GATHERING , ANALYZING AND REPORTING OF DATA USED IN THE SCREENING AND CONDUCTING DEFECT INVESTIGATIONS.

* PERFORMING SYSTEM ADMINISTRATION OF NSA'S MINICOMPUTER; LAN DEVELOPMENT, LAN ADMINISTRATION, MICROCOMPUTER SUPPORT, AND ENHANCING THE EXISTING LAN AND IMAGING SYSTEM FOR VIRIOUS OFFICE AUTOMATION NEEDS. THIS INCLUDES IMPROVING EXISTING RECORDS MANAGEMENT PROCEDURES, AND OTHER INFORMATION DEPENDENT OFFICE FUNCTIONS.

* PROVIDING TECHNICAL SUPPORT FOR THE ELECTRONIC DOCUMENT IMAGIN MANAGEMENT SYSTEM (EDIMS) WHICH PROVIDES AN ELECTRONIC IMAGE OF CONSUMER REPORTS, TECHNICAL BULLETINS AND RECALL CAMPAIGN INFORMATION. THE NEXT CATEGORY OF DEFECT INFORMATION PLANNED TO BE DIGITIZED ARE THE INVESTIGATIVE FILES. THIS INFORMATION IS ELECTRONICALLY AVAILABLE TO NSA STAFF AND OTHER PROGRAM AREAS AS NEEDED. THIS INFORMATION IS ELECTRONICALLY AVAILABLE TO NSA STAFF AND OTHER PROGRAM AREAS AS NEEDED. EDIMS SYSTEM SOFTWARE AND HARDWARE IS CURRENTLY BEING UPGRADED AND WILL BE COMPLETED IN FY-98.

* INTEGRATING THE DIMS II AND THE EDIMS AND REPLACING EXISTING SCANNING STATIONS, RETRIEVAL STATIONS AND COMMUNICATIONS EQUIPMENT WITH NEWER TECHNOLOGY. THIS INITIATIVE, ALONG WITH CONVERTING IMAGES TO A TRUE TIFF FORMAT, WILL REDUCE THE AMOUNT OF PAPER HANDLED AND PLACE DATA AT THE DESKTOP WHICH WILL ALLOW NSA STAFF TO RESPOND TO CONSUMER, INDUSTRY AND AGENCY DATA REQUESTS IN A MUCH MORE TIMELY MANNER.

* PROVIDING HARDWARE AND SOFTWARE MAINTENANCE OF MIROCOMPUTER EQUIPMENT IN AUTO SAFETY HOTLINE AND FOR APPLICATION AND HARDWARE SUPPORT FOR THE INTEGRATED VOICE RESPONSE SYSTEM. THE AUTO SAFETY HOTLINE PROVIDES A TOLL-FREE , AUTOMATED MECHANISM FOR CONSUMERS TO REQUEST MOTOR VEHICLE AND HIGHWAY SAFETY INFORMATION. IT ALSO, PROVIDES A MEANS FOR CONSUMERS TO REPORT SAFETY-RELATED PROBLEMS WITH MOTOR VEHICLES AND ITEMS OF MOTOR VEHICLE EQUIPMENT. THESE REPORTS SUPPLY IMPORTANT INFORMATION AND ANNUALLY INITIATE OVER 75% OF NHTSA'S INITIAL DEFECT INVESTIGATIONS. THE AUTO SAFETY HOTLINE OPERATION IMPROVED THE AGENCY'S RESPONSIVENESS TO THE PUBLIC FOR INFORMATION AS A RESULT OF BEING ASSIGNED AND PROMOTED AS NHTSA'S SINGLE POINT OF CONTACT FOR INFORMATION.

* MAINTAINING CONNECTIVITY WITH THE INTERMODAL DATA NETWORK (IDN): THE IDN PROVIDES NSA WIHT ACCESS TO DATA LOCATED IN OTHER FEDERAL, STATE INDUSTRY AND FOREIGN OFFICES. THIS INTRAGOVERNMENT ACTIVITY IS FOR NSA'S SHARE OF THE HARDWARE, SOFTWARE, AND MAINTENANCE SUPPORT OF THE IDN SYSTEM.

* MAINTAINING CONNECTIVITY TO THE AUTOMATED DECISION SUPPORT SYSTEM (ADSS): ADSS IS THE AGENCY MANAGEMENT INFORMATION SYSTEM INCLUDING INVENTORY AND CONTRACT CONTROL. THIS INTRA-GOVERNMENT ACTIVITY ID FOR NSA'S SHARE OF THE HARDWARE, SOFTWARE, AND MAINTENANCE SUPPORT OF ADDS.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

DIMS IS UTILIZED FOR EFFORTS TO: 1) TRACK INVESTIGATIONS WHICH RECALL DEFECTIVE IF NOT FUNDED, THE NSA STAFF WILL NOT HAVE THE TOOLS (I.E., SOFTWARE AND VEHICLES AND EQUIPMENT; 2) ASSIST THE AUTO SAFETY HOTLINE IN COLLECTING AND HARDWARE, ETC) NECESSARY TO COMPLETE ASSIGNED TASKS REQUIRED TO PROVIDING SAFETY INFORMATION; AND 3) PROVIDE THE PUBLIC WITH A HISTORICAL ACCOMPLISH THE OBJECTIVES OF NHTSA'S STRATEGIC EXECUTION PLAN (SEP) AND PERSPECTIVE OF THE DEFECTS PROGRAM. THE COST OF TECHNICAL SUPPORT PROVIDED DECISION MAKING. BY CONTRACTORS WILL NOT DECREASE WITHOUT AN EXTENSIVE RE-ENGINEERING
EFFORT.

**CONTACT PERSON AND PHONE NUMBER:** Terry Anderson (6-5235)

**CONTRACT STRATEGY:**
8(A) set-aside

## INITIATIVE ID: NHTSA008 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-20

**TITLE OF PROGRAM/PROJECT:**
VEHICLE RESEARCH AND TEST CENTER (VRTC) COMPUTER SYSTEM

**TOTAL LIFE CYCLE COST (IN $000):** $3,038

**DESCRIPTION:**
VRTC COMPUTER SYSTEMS SUPPORT LABORATORY AND IN-VEHICLE TESTING AND RESEARCH PROGRAMS FOR PEDESTRIAN AND APPLIED BIOMECHANICS, VEHICLE STABILITY AND CONTROL, DEFECTS ANALYSIS, AND CRASHWORTHINESS DIVISIONS. THE NOVELL PC LAN, PCs ARE USED FOR DATA ACQUISITION, TEST BED CONTROL, DATA ANALYSIS AND REDUCTION AND REPORT PREPARATION. SEVERAL SPECIAL PURPOSE WORKSTATIONS PROVIDE THE CAPACITY FOR FINITE ELEMENT ANALYSIS WORK AND DYNAMIC ANALYSIS SIMULATION. APPROXIMATELY 15 TO 25 PERCENT OF THESE SYSTEMS ARE REPLACED ANNUALLY. DUE TO DATA TRANSFER REQUIREMENTS, VRTC WILL NEED TO UPGRADE THE NETWORK BANDWIDTH TO THE WORKSTATION FROM 10 MB/SEC TO 100 MB/SEC OVER THE NEXT TWO YEARS.

TEST DATA COLLECTION REQUIREMENTS ALREADY INCLUDE REAL-TIME VIDEO STORATE. THIS IS NOW JUST AN EMERGING REQUIREMENT, AND IS USED WITH SOME CRASH AVOIDANCE PROJECTS. IN THE FUTURE, A MULTI-TERABYTE DATA STORAGE SYSTEM WILL LIKELY BE REQUIRED.

IF NOT FUNDED, ALL DATA COLLECTION AND ANALYTICAL SUPPORT FOR VRTC'S TEST AND RESEARCH PROGRAM WOULD BE LOST, ADVERSELY AFFECTING THE MISSION OF R&D AND NHTSA.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
This project is needed to support R&D initiatives and Agency priorities. The vast amount of data that needs to be collected and analyzed varies, from project to project. An air bag effort may be 100s of Kbytes per event, while 4 hours of video and data from a Crash Avoidance project may generate nearly one half of a Gbyte.

Consequently, the only practical way to analyze the amount of data is with computer assistance. The data acquisition and analysis activity is performed with as much computer assistance as is practical and cost effective at VRTC.

**CONTACT PERSON AND PHONE NUMBER:** STEVE MOORMAN 937-666-4511

**CONTRACT STRATEGY:**
The support for this project is set-aside and is provided by an 8(A) contractor. The current contractor is locally based and has been active for about a year.

## INITIATIVE ID: NHTSA009 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-30

**TITLE OF PROGRAM/PROJECT:**
FATAL ACCIDENT REPORTING SYSTEM (FARS)

**TOTAL LIFE CYCLE COST (IN $000):** $150

**DESCRIPTION:**
MAINTAIN FARS SITE AND REGIONAL CONTRACTING OFFICERS TECHNICAL REPRESENTATIVE (COTR) SYSTEMS WITH CURRENT TECHNOLOGY. THE FUNCTIONS PERFORMED ON THESE SYSTEMS ARE DATA ENTRY, WORD PROCESSING, DATA ANALYSIS, AND ELECTRONIC MAIL. FARS COLLECTS DATA FROM EVERY MOTOR VEHICLE CRASH FOR WHICH A FATALITY OCCURS.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
This covers the FARS sites which collect the raw data for the FARS system. Without these sites, no data could be put into the FARS database which is the primary database for NHTSA. Savings from having the data collection sites over individual visits when a fatality occur are estimated at approximately $100K per year.

**CONTACT PERSON AND PHONE NUMBER:** BARRY EISEMANN 202-366-5367

**CONTRACT STRATEGY:**
ALL FARS CONTRACTS ARE GRANTS.

## INITIATIVE ID: NHTSA010 OA: NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):** NRD-30

**TITLE OF PROGRAM/PROJECT:**
NATIONAL ACCIDENT SAMPLING SYSTEM

**TOTAL LIFE CYCLE COST (IN $000):** $100

**DESCRIPTION:**
THE FUNCTION PERFORMED ON THE NASS SITE AND ZONE CENTER SYSTEMS ARE DATA ENTRY FOR NASS ACCIDENT DATA, WORD PROCESSING, DATA ANALYSIS, AND ELECTRONIC MAIL.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
Provides data collection and entry for the NASS system. Without this effort, data would have to be collected manulally for investigated cases. Savings are estimated at approximately $100K per year.

**CONTACT PERSON AND PHONE NUMBER:** MARV STEPHENS 202-366-5368

**CONTRACT STRATEGY:**
All NASS contracts are Grants

**INITIATIVE ID:** NHTSA013 **OA:** NHTSA

**ORGANIZATION/ENTITY (OA OFFICE SYMBOL - PHONE BOOK CODE):**

**TITLE OF PROGRAM/PROJECT:**
PROVIDE CONTINUED OFFICE AUTOMATION AND GENERAL PURPOSE CONTRACTING

**TOTAL LIFE CYCLE COST (IN $000):** $2,150

**DESCRIPTION:**
THIS ITEM IS SEPARATED AS AN ITEM OF SPECIAL INTEREST TO THE DEPARTMENT AND INCLUDES PROCUREMENT OF HARDWARE, SOFTWARE, AND PERIPHERAL EQUIPMENT TO HELP MEET THE PROGRAM AREAS NEEDS FOR GRAPHIC DESIGN, TEXT, AND GRAPHIC INTEGRATION, STATISTICAL ANALYSES, DESKTOP PUBLISHING, AND COMPUTER AIDED DESIGN DRAWING. IT ALSO INCLUDES THE PURCHASE OF MAINTENANCE AND SUPPLIES, TIMESHARING EXPENDITURES AND SUPPORT SERVICES, AND ADDITION OF THE COREL WordPerfect SUITE FOR ALL USERS WITHIN THE PROGRAM AREA.

**JUSTIFICATION - PERFORMANCE AND SAVINGS:**
HARDWARE PROCUREMENTS PLANNED FOR FY-97 INCLUDE THREE DELL PENTIUMS FOR THE DOCKET IMAGING PROJECT, AND TWELVE PENTIUMS FOR THE NPs STAFF.

**CONTACT PERSON AND PHONE NUMBER:** PATTI GARDNER (6-4200)

**CONTRACT STRATEGY:**
8(a) Set-Aside